

■ Operational Hazard.

- ◆ **Definition.** An operational hazard is any condition, action, or set of circumstances that compromises the safety of Army aircraft, associated personnel, airfields, or equipment

- **Correcting operational hazard**
 - ◆ **Operational hazards should be corrected at the lowest level possible**
 - ◆ **On the spot corrections vs. OHR (lowest level)**

- **Operational Hazards may involve:**
 - ◆ **Air Traffic Control (ATC)**
 - ◆ **Airways and NAVAIDs**
 - ◆ **Controller procedures and techniques**
 - ◆ **Near mid air collisions**
 - ◆ **Aircraft operations**

- ◆ **Aircraft maintenance or inspections**
- ◆ **Weather services**
- ◆ **Airfield/Heliport facilities and services**
- ◆ **Flight or maintenance training and education**
- ◆ **DOD, FAA, and ICAO regulations, directives, and publications**

- **What is an OHR?**
 - ◆ **Identifies and documents an aviation hazard **before** it leads to an accident**
 - ◆ **DA Form 2696-R complies with provisions of AR 385-10**

- **What is an OHR?**
 - ◆ **DA Form 2696-R fulfills the NATO STANAG 3750FS "Airmiss Reporting and Investigation"**
 - ◆ **DA Form 2696-R compliments the FAA's Aviation Safety Reporting System (ASRS)**

Restrictions on OHRs

**OHRs will be used within DA
for accident prevention
purposes only**

- **OHRs will not be used:**
 - ◆ **To report flight violations for punitive actions**
 - ◆ **To determine misconduct for line of duty investigations**
 - ◆ **By evaluation boards (FEB, etc.) to determine pecuniary liability**
 - ◆ **As evidence for disciplinary action**

Using of OHR to track repeat offenders

- **Risk Management process and OHRs**
 - ◆ **Hazard Identification** - originator and ASO
 - ◆ **Hazard Assessment** - ASO
 - ◆ **Risk Decisions and Control Options** - ASOs recommendation to commander, block 11
 - ◆ **Implementation** - commanders corrective actions in block 12
 - ◆ **Supervision** - is the originator satisfied?

- **Submitting OHRs**
 - ◆ **Anyone may submit an OHR, military or civilian**
 - ◆ **Anonymity of originator is acceptable but precludes a response**

- **OHR is not required when an accident or deficiency report is completed**
- **When airborne report to ATC and follow up with a written report**
- **Non aviation hazard reporting, DA Form 4755 (para 2-3b)**

- **Administering the OHR program**
 - ◆ **Preparing an OHR (App B)**
 - ➔ **Filled out in triplicate**
 - ◆ **Original to USASC (if appropriate)**
 - ◆ **First copy to originator**
 - ◆ **Second copy to unit files**
 - ◆ **Typed or legibly written in ink**

■ Routing of an OHR

- ◆ When forwarding correspondence, request the results of the investigation, including corrective actions taken, be returned to the sender
- ◆ Correspondence will state that OHR information will be used for accident prevention and safety purposes only

- **Routing of an OHR**
 - ◆ **OHR will be submitted to the appropriate ASO or Army flight operations**
 - ➔ **Flight operations will forward the OHR to the ASO**
 - ◆ **Forward OHRs pertaining to other units to the ASO of that unit**

- **Forward OHRs to USASC (Attn: CSSC-SA) for:**
 - ◆ **DA Staff, Major Army Commands (MACOMs), or units not in the chain of command**
 - ◆ **Other Department of Defense (DOD) services or a host nation**
 - ◆ **Federal Aviation Administration (FAA), or the National Transportation Safety Board (NTSB)**
 - ◆ **OHRs considered relevant by unit ASO or commander**

- **Routing of an OHR.**
 - ◆ **Provide OHRs submitted on civil aviation operations to FAA Flight Standards District Office (FSDO) (see fig 2 -1)**
 - ◆ **Aviation hazards noted at Air Force or Navy installations should be reported to the base operations office**

■ **Routing of an OHR**

- ◆ **OHRs on Army Air Traffic Control (ATC) forwarded through the MACOM to the Director, US Army ATC Activity**
- ◆ **Near collisions, air or ground, will be reported to the FAA Office of Aviation Safety**

■ **Responsibilities:**

◆ **Originator**

- **Complete blocks 1-10 of DA Form 2696-R**
- **Provide name and address if a response is desired**

■ Responsibilities:

- ◆ **ASO. Complete blocks 11 and 13 of DA Form 2696-R**
- ◆ **Commander. Complete and sign block 12 of DA Form 2696-R**

- **Managing the OHR program**
 - ◆ **Commanders will:**
 - **Report and investigate hazards promptly**
 - **Correct hazards promptly**

■ Managing the OHR program

◆ Commanders will:

- Emphasize the importance of the OHR as a safety tool
- Emphasize that OHR and the flight violation reports are two separate systems that may be used simultaneously to enhance safety

- **Managing the OHR program**
 - ◆ **Commanders will:**
 - ➔ **Sign and return the OHR to the ASO within 10 working days from the date the ASO received the OHR**
 - ➔ **Forward an OHR to the higher headquarters when applicable**

- **ASOs will:**
 - ◆ **Manage the unit OHR program**
 - ◆ **Promptly investigate**
 - ◆ **Seek to identify system defects**
 - ◆ **Recommend appropriate countermeasures**

■ ASOs will:

- ◆ Forward the OHR to the commander with appropriate recommendations
- ◆ Ensure the report is received back from the commander within 10 working days of original receipt
- ◆ Return the report to the originator within 20 working days of original receipt

■ ASOs will:

- ◆ If unable to return the report within 20 working days a written status report will be provided every 10 working days until completion
- ◆ File OHRs IAW AR 25-400-2 (MARKS)
 - ➔ File number 385-10b
 - ➔ Maintain the OHR for two years

- **What helps make the OHR program effective**
 - ◆ **Make OHR forms (DA Form 2696 R) readily available**
 - ◆ **Educate unit personnel on the OHR program at safety meetings**
 - ➔ **Emphasize that the OHR and a flight violation report are two separate systems that may be used simultaneously**
 - ➔ **Discuss OHRs at safety meetings**

- **Take OHRs seriously**
 - ◆ **Get command involvement**
 - ◆ **Give prompt replies to originators**
 - ◆ **Take timely action to correct the problem**
- **Publicize through posters**

**Target corrections on
systems defects rather
than simply fixing
operating errors (picking
leaves)**

- **Common problems of an OHR program**
 - ◆ **Used, or perceived to be used, for disciplinary actions**
 - ◆ **Lip service to complaints**
 - ◆ **OHR war**
 - ◆ **Lack of emphasis during safety meetings**

- **FAA's Aviation Safety Reporting System**
 - ◆ **The Aviation Safety Reporting System was established in 1975 under a Memorandum of Agreement between the FAA and the National Aeronautics and Space Administration (NASA)**
 - ◆ **FAA provides most of the program funding; NASA administers the program and sets its policies in consultation with the FAA and the aviation community**

- **Purpose.** The ASRS collects, analyzes, and responds to voluntary submitted aviation safety incident reports in order to lessen the likelihood of aviation accidents

- **ASRS data are used to:**
 - ◆ **Identify deficiencies and discrepancies in the National Aviation System (NAS) so that these can be remedied by appropriate authorities**
 - ◆ **Support policy formulation and planning for, and improvements to, the NAS**
 - ◆ **Strengthen the foundation of aviation human factors safety research**

- **All submissions are voluntary**
- **Reports sent to the ASRS are held in strict confidence**
 - ◆ **More than 250,000 reports have been submitted (Sep 93) and no reporters identity has ever been breached by the ASRS**
 - ◆ **ASRS de-identifies reports before entering them into the database**

- **The FAA does not use ASRS information against reporters in enforcement actions**
 - ◆ **The FAA waives fines and penalties for unintentional violations**
 - ◆ **This exception does **NOT** extend to reports of accidents or criminal activities**

■ **Uses of ASRS information:**

- ◆ **Alerting messages.** The FAA issues an alerting message for circumstances which might compromise safe flight
- ◆ **Callback.** A monthly safety bulletin which contains:
 - ➔ **Exerpts information from ASRS incident reports and provides supporting commentary**
 - ➔ **Summaries of ASRS research studies and related aviation safety information**

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- **ASRS Directline.** Periodical publication for operators of complex aircraft
- **Database Search Requests.** Information is the ASRS database is available to interested parties